DATE PREPARED 20 February 1952 1. On 18 January 1952 at Lears sirfield,	PIU	I	aerz Airfield	
DATE PREPARED 20 February 1952 ARRKS 1. On 18 January 1952 at Lears airfield,	1		· · · · · · · · · · · · · · · · · · ·	general sound, and come contention to the contention of the conten
DATE PREPARED 20 February 1952 ARRKS 1. On 18 January 1952 at Lears airfield,				
DATE PREPARED 20 February 1952 ARRKS 1. On 18 January 1952 at Lears airfield,				
ARKS 1. On 18 January 1952 at Lerz airfield, aproached an air aleeve bowed by a twin-engine plane from the side with- out fring at it. The 190-15 which were observed flying disappeared several titles in the clouds. Just these planes had landed again and were parked at the taxo-off point a truck towed five small two-wheel carts to the parking cite, 'we now pushed a cart to each of the planes and connected them with a cable stitached to the cart. After 5 to 10 minutes the engines of the planes stricel running. Thereupon a small motor vehicle carrying two tonks which were agrarently filled with compressed air, approached the planes. A mose was laid from one of the bothics into the fuscings of the plane. The same procedure was observed before each take-off of the plane. The planes at no refuels after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxilizy fuel tanks were observed for the first time on January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. He jettisening of fuel tanks were fitted just outboard of the landing gear. He jettisening of fuel tanks were ritted just outboard of the landing pour. By jettisening of fuel tanks were ritted just outboard of the landing gear. He jettisening of fuel tanks were ritted just outboard of the landing gear. He jettisening of fuel tanks were ritted just outboard of the landing gear. He jettisening of fuel tanks were ritted just outboard of the landing gear. He jettisening of fuel tanks were ritted just outboard of the landing gear. He jettisening of the fuel dump. This section berders on the days, two tank trucks continuously hands finel from these railroad tank cars to a nearly established section of the fuel dump. This section berders on the old fuel dump to the north and covers an ar				
ARKS 1. On 18 January 1952 at Learz airfield,				DATE PREPARED20 February 1952
1. On 18 January 1952 at Laerz airfield,				Principles with the control of the c
1. On 18 January 1952 at Laerz airfield,	000		2 FNOLOGUES (NO & TYPE	
1. On 18 January 1952 at Lears airfield, a proached an air aleave towed by a twin-engine plane from the side with- out firing at it. The fid-lie which were observed flying disappeared several bires in the clouds. Then these planes had landed again and were parked at the taco-off point a truck towed five small two-wheel carries to the parking rite. Two near pushed a cart to seen of the planes and connected them with a cable attached to the cart. After no 10 minutes the engines of the planes sterted running. Thereupon a small motor vehicle carrying two tonks which were anymently filled with compressed air, approached the planes. A hose was laid from one of the betides into the fuselage of the plane. The planes also procedure was observed before each take-off of the plane. The planes also refuelled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane, the auxiliary fuel tanks were fitted just outboard of the laining gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived, on both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel durp. This section borders on the old fuel dupp to the north and covers an area 150 meters square. It borders on the other counts are covered and area 150 meters square. It borders on the other count of the west. Twenty-one tanks including 3 with a capacity of a boat 2,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with ere of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observ				
1. On 18 January 1952 at Leerz airfield, approached an air sleeve towed by a twin-engine plane from the side with- out firing at it, the file-15s which were observed flying disappeared several tives in the clouds. Then these planes had landed again and were parking rite. Two nen pushed a cart to each of the planes and connected them with a calle attached to the curt. After 5 to 10 minutes the engines of the planes started running. Thereupen a small motor vehicle carrying two tanks which were anymently filled with compressed sir, approached the planes. The same procedure was observed before each take-off of the plane. The planes also rejuelled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tanks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the county of the north and covers an area 150 meters square. It borders on the edge of a two to the north and covers an area 150 meters square. It benders on the orge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 2,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters, 6 with a capacity of 10,000 to 12,000 liters are leaded about 2 meters above round were also seen. Tank trucks were not observed refueling at the 10/8 Air Et CLASSIFICATION Document 180. Etherical County of the later of the later of 2,000 to 6,000 Liters were counted. Two other upright tanks which extended about 2 meters above round were also seen. Tank trucks were not observed	MARKS_	HARE COLUMNS	тебринууда 36 жарындайн, ү-үүчий оноочдууг аймаанын орон артаар үерүү үерүнүндү аймаа 2000 2000 2000 2000 аймаа	THE TO COMMISSION AND AND AND AND AND AND AND AND AND AN
1. On 18 January 1952 at Leerz airfield, approached an air sleeve towed by a twin-engine plane from the side with- out firing at it, the file-15s which were observed flying disappeared several tives in the clouds. Then these planes had landed again and were parking rite. Two nen pushed a cart to each of the planes and connected them with a calle attached to the curt. After 5 to 10 minutes the engines of the planes started running. Thereupen a small motor vehicle carrying two tanks which were anymently filled with compressed sir, approached the planes. The same procedure was observed before each take-off of the plane. The planes also rejuelled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tanks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the county of the north and covers an area 150 meters square. It borders on the edge of a two to the north and covers an area 150 meters square. It benders on the orge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 2,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters, 6 with a capacity of 10,000 to 12,000 liters are leaded about 2 meters above round were also seen. Tank trucks were not observed refueling at the 10/8 Air Et CLASSIFICATION Document 180. Etherical County of the later of the later of 2,000 to 6,000 Liters were counted. Two other upright tanks which extended about 2 meters above round were also seen. Tank trucks were not observed		nemota arreia	steps (1994). From this person sur-developing derive transfordable dentity of distiller by transformation on the confidence of the developing of the state of the	THE PROPERTY WAS ARRESTED TO SELECT AND ADDRESS OF THE PROPERTY OF THE PROPERT
1. On 18 January 1952 at Laerz airfield, approached an air sleeve towed by a twin-engine plane from the side without firing at it. The FiG-15s which were observed flying disappeared several times in the cloude. Then these planes had landed again and were parked at the taxe-off point a truck towed five small two-wheel carts to the parking site. We seen sushed a cart to each of the planes and connected them with a cable stacked to the cart. After 5 to 10 minutes the engines of the planes sterred running. Thereupon a small motor vehicle carrying two tanks which were apparently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the facelage of the plane. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 Junuary, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these milroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the odge of a woods to the west. Thenty-one tanks including 30 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 1,000	(1		ментальная политический домуниционня муниционня политический политический политический политический политическ В политический политический политический политический политический политический политический политический поли	1 STORY OF THE STREET OF THE S
1. On 18 January 1952 at Laerz airfield, approached an air sleeve towed by a twin-engine plane from the side without firing at it. The FiG-15s which were observed flying disappeared several times in the cloude. Then these planes had landed again and were parked at the taxe-off point a truck towed five small two-wheel carts to the parking site. We seen sushed a cart to each of the planes and connected them with a cable stacked to the cart. After 5 to 10 minutes the engines of the planes sterred running. Thereupon a small motor vehicle carrying two tanks which were apparently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the facelage of the plane. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 Junuary, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these milroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the odge of a woods to the west. Thenty-one tanks including 30 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 1,000	· 4			
1. On 18 January 1952 at Leerz airfield,	(1 ·		HINDERMARK AND REMOVED VIEW OF THE ASTROMACIBILITY OF COURSE - REMARKS OF ASTROMACIBILITY COURSE OF COURSE OF THE ASTROMACIBILITY OF THE	
1. On 18 January 1952 at Leerz airfield,				
1. On 18 January 1952 at Leerz airfield,				25)
out firing at it. The FIG-15s which were observed Thying disappeared several tires in the clouds. Then these planes had landed again and were paried at the take-off point a truck towed five small two-wheel carts to the parking site. Two men pushed a cart to each of the planes and connected them with a cable stached to the cart. After 5 to 10 minutes the engines of the planes sterted running. Thereupon a small motor vehicle carrying two tanks which were agrarently filled with compressed air, approached the planes. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. Those tarks were painted darker then the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jetticoning of first tanks were fitted just outboard of the landing gear. No jetticoning of first tanks were fitted first cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel durp. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the old fuel dump to the north the west. Thenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel damp. (2)	-	-		
out firing at it. The Mid-15s which were observed flying disappeared several tives in the clouds. Then these planes had landed again and were parking site. Two men pushed a cart to each of the planes and connected them with a cable attached to the cart. After 5 to 10 minutes the engines of the planes started running. Thereupon a small motor vehicle carrying two tanks which were apparently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the fuselage of the plane. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jetticoning of fuel tanks were fitted just cutboard of the landing gear. No jetticoning of fuel tanks were fitted tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived at the field, while on 17 January two railroad tank cars survived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel durp. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the old edge of a woods to the west. Two thy-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with ene 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 notors above ground were also seen. Tank trucks were not observed refueling at the 25 fuel durp. (2)	1	٦ ، ا	On 18 January 1952 at Laerz	airfield,
these in the clouds. Then these planes had landed again and were parted at the take-off point a truck towed five small two-wheel carts to the parking rite. Two men rushed a cart to each of the planes and connected them with a cable started running. Thereupon a small motor vehicle carrying two tanks which were agrarently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the fuselage of the plane. The same procedure was observed before each take-off of the plane. The planes also refuelled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tanks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing goar. No jettisoning of freel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel durp. This section borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 maters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel damp. (2)		L	approached an air steeve	is which were observed flying disappeared several
the take-off point a truck towed five small two-wheel carts to the parking site. Two men pushed a cart to each of the planes and connected them with a cable attached to the cart. After 5 to 10 minutes the engines of the planes started running. Thereupon a small motor vehicle carrying two tanks which were apparently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the fuselage of the plane. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. Those tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just entboard of the landing gear. No jetticoning of freel tanks were fitted just entboard of the landing gear. No jetticoning of freel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel durp. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with ene of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. fixed dump. (2)			times in the clouds. Then th	hese planes had landed again and were parked at
cite. Two men pushed a cart to each of the planes and connected them with a cable attached to the cart. After 5 to 10 minutes the engines of the planes sterted running. Thereupon a small motor vehicle carrying two tanks which were agrarently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the fuselage of the plane. The same procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tanks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jettisoning of feel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2)			the takemost maint a truck t	towed five small two-wheel carts to the parking
cable attached to the cart. After 5 to 10 minutes the engines of the planes started running, Thereupon a mall motor vehicle carrying two tanks which were aparently filled with compressed air, approached the planes. A hose was laid from one of the bottles into the fuselage of the plane. The some procedure was observed before each take-off of the plane. The planes also refuelad after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the odge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 5,000 liters were counted. Two other upright tanks which extended about 2 reters above ground were also seen. Tank trucks were not observed refueling at the 25. 10/8 Air Eff CLASSIFICATION CONTROLES CEFICIALS CEIX			cite. Two men nushed a cart.	to each of the planes and connected them with a
were agrarently filled with compressed air, approached the planes. A nose was laid from one of the bottles into the fuselage of the plane. The same procedure was observed before each take-off of the plane. The plane also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker then the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters squares. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2)			anhle attached to the cart.	After 5 to 10 minutes the engines of the planes
was laid from one of the bottles into the fuselage of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks were roilroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters, were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 19/8 Air Ef. CLASSIFICATION CONTROL/US CEFICIALS ONLY Decement No. No Shence is Slass.			sterted running. Thereupon a	a small motor vehicle carrying two tanks wilch
procedure was observed before each take-off of the plane. The planes also refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the cope of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 raters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 10/8 Air Ef CLASSIFICATION CONTROL/US CEFICIALS CENT			were apparently filled with	compressed air, approached the planes a nose
refueled after each landing. For this purpose a tank truck pulled up at the left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 titers above ground were also seen. Tank trucks were not observed refueling at the 25. 10/8 Air Ef CLASSIFICATION CONTROL/US CEFICIALS CELY Decement No. Estart G.A. Decement No. Estart G.A. CLASSIFICATION CONTROL/US CEFICIALS CELY			was laid from one of the bot	re each takemoff of the plane. The planes also
Left side of the plane, and a hose was inserted into an opening on the upper side of the wing. 2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just cutboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty—one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 10/B Air Ef CLASSIFICATION CONTROL/US CEFICIALS CELY Decement No. Bederical Class Starged You 15 S S Class Starged You 15 S S			refueled after each landing	For this purpose a tank truck pulled up at the
2. Auxiliary fuel tanks were observed for the first time on 9 January. These tarks were painted darker than the aircraft, had a diameter of about 50 cm and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the cege of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 liters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 10/B Air EF CLASSIFICATION CONTROL/US CENICIAIS CHIX		;	left side of the plane, and	a hose was inserted into an opening on the upper
and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 10/8 Air Eff CLASSIFICATION COUNTROL/US CEPTICIALS ONLY Document No				
and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 10/8 Air Eff CLASSIFICATION COUNTROL/US CEPTICIALS ONLY Document No		2	Anviliany fuel tanks were of	bserved for the first time on 9 January. These
and projected about 10 cm beyond the leading edges of the plane. The auxiliary fuel tanks were fitted just outboard of the landing gear. No jettisoning of feel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 11. Document No. No Sheare is Blass. Decises Cod Glats. Eleged Total 18 8	•	i⊷ Q.	tarks were painted darker th	han the aircraft, had a diameter of about 50 cm
fuel tanks were fitted just outboard of the landing gear. No jettisoning of fuel tanks was observed. (1) 3. On 9 January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 10/B Air Ef CLASSIFICATION CONTROL/ES CEFTICIALS COLY Document No. No Shenge in Glass. Declaration			and projected about 10 cm be	eyond the leading edges of the plane. The auxiliary
January, three railroad tank cars arrived at the field, while on 17 January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the odge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 10/B Air Ef CLASSIFICATION CONTROL/US OFFICIALS ONLY Document No. No Shange in Glass. Declaration Declarati			fuel tanks were fitted just	outboard of the landing gear. No jettleoning of
January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty—one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 11. Document No. No Change in Glass. Declarated Classification Seemed Top 18 S			fuel tanks was observed. (1)
January two railroad tank cars arrived. On both days, two tank trucks continuously hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty—one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 11. Document No. No Change in Glass. Declarated Classification Seemed Top 18 S		3.	On 9 January, three railros	d tank cars arrived at the field, while on 17
ly hauled fuel from these railroad tank cars to a newly established section of the fuel dump. This section borders on the old fuel dump to the north and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 1.0/B Air Ef CLASSIFICATION COUNTROL/US OFFICIALS ONLY Document No. No Shears in Slass. Deciment No. No Shears in Slass. Deciment No. No Shears in Slass.	•	هر	January two railroad tank c	ars arrived. On both days, two tank trucks continuous
and covers an area 150 meters square. It borders on the edge of a woods to the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 14. 19/B Air Ef CLASSIFICATION CONTROL/US OFFICIALS ONLY Document No. No Change in Slass. Declare 154 Glass Change in Slass. Declare 154 Glass Change in Slass. Declare 154 Glass Change in Slass. Declare 154 Dec			ly hauled fuel from these ra	ailroad tank cars to a newly established section
the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters, 6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. fuel dump. (2) 11. Document No. Document No. Document No. Document No.			of the fuel dump. This sect	ion borders on the old fuel dump to the north
6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000 liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25 fuel dump. (2) 1.0/B Air Ef CLASSIFICATION CONTROL/US OFFICIALS ONLY Decument No. No Shenge in Glass. Deciment No. Start of Glass. Deciment No. Start of Glass. Deciment No. No Shenge in Glass.			and covers an area 150 meter	rs square. It borders on the edge of a woods to
liters were counted. Two other upright tanks which extended about 2 meters above ground were also seen. Tank trucks were not observed refueling at the 25. 10. 10. 10. 10. 10. 10. 10. 1			the west. Twenty-one tanks	including 3 with a capacity of appear 20,000 from 3,
above ground were also seen. Tank trucks were not observed refueling at the 25. 14. 15. 16. 17. 19. 19. 10. 10. 10. 10. 10. 10			liters were counted. Two of	her unright tanks which extended about 2 meters
fuel dump. (2) 1.0/B Air EF CLASSIFICATION CONTROL/US OFFICIALS ONLY Document No. No Change in Glass. Beclassified Glass. Glass. Starged Total 18 S			above ground were also seen	. Tank trucks were not observed refueling at the 25)
LO/B Air EF CLASSIFICATION CONTROL/US OFFICIALS ONLY Document No. No Change in Glass. Designs 544 Class. Changed Top 18 8				
LO/B Air EF CLASSIFICATION CONTROL/US OFFICIALS ONLY Document No. No Change in Glass. Designs 544 Class. Changed Top 18 8)](
Document No. No Change in Glass. Declaration of Tox 18 9				
Document No. No Change in Glass. Declaration of Tox 18 9		Ì		
Document No. No Change in Glass. Declaration of Tox 18 9				
Document No. No Change in Glass. Declaration of The Total Science of				
Document No. No Change in Glass. Declaration of The Total Science of			OLACOURIDATION FR	TOPEROLES CENTELLS ONLY
No Change in Glass. Declaration 18 9 Class, Changed Tox 18 9	TO/R	_Aí	LEF CLASSIFICATION C	PATRIMET CONTINUED OF CONTINUES OF IN
No Change in Glass. Declaration 18 9 Class, Changed Tox 18 9				Document No
Designed Total 18 8				Long the course and a second
Class, Clarged To: 18 S				No Changa in Glass.
25				FT Basiana Fud
Author 11				Declare Gal

Approved For Release 2006/04/20 : CIA-RDP82-00457R011200060003-2

25X1	5.	The short runway terminates directly west of Hill 78 near kilometer marker 7.1 on the road north of the field. (4)
	6.	On 16 January a railroad tank car arrived at the field. On 23 and 25 January, three and five tank cars respectively were parked on the sour track. (5)
	7.	On 14 January, work on the construction of a fence around the field was resumed. Poles were being set at the eastern edge of the field. On the same day the commandant of the Rechlin restricted area, a Soviet major, appeared at the field and, except for four workers of the Kech agency in Rechlin, discharged all airfield laborers because he was dissatisfied with the work done by them. By 24 January, poles had been set from the eastern edge of the runway as far as the canal. On 21 January, a readblock guarded by a soldier from the Rechlin restricted area was observed for the first time about 300 meters north of the Ellerholz railroad station.
25X1 25X1	(1) [Comments. The existence of two types of auxiliary fuel tanks for MiG-15 aircraft 25X However, it is possible that one version
25X1		of these alleged auxiliary fuel tanks may refer to bombs. MiG-15s were allegedly employed as fighter bombers Curing a maneuver of the Soviet Army in the Dessau area in the summer of 1951. It is, therefore, possible that bombing practice has been conducted for some time at the numbery range near the fighter airfields and that these practices were not observed by our ground sources who observe these ranges only
25X1	(2)	sporadically. The fuel dump is in the wooded area bordering the field to the southeast. The enlargement of this dump was reported previously. If the data
	(3)	25X
	(4)	ror location of Hill 78, see map GSGS 4414, Sheet No 2642. The short runway is the northwest-southeast runway. The pinpoint location of the eastern
25X1	κŢ	end of the main east-west runway was previously reported
25X1		The data on the arrival of railroad tank cars on the two days reported agree with information furnished